

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, STRAITS, &c., &c., 1896.

With which is incorporated THE CHINA DIRECTORY. This is the THIRTIETH ANNUAL ISSUE, and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information. The DIRECTORY covers the whole of the ports and cities of the Far East, from Peking to Valparaiso, in which European reside.

A. S. WATSON & CO., LIMITED



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MANUFACTURERS OF AERATED WATERS.

Our Aerated Water Factory is fitted with the best English Machinery embodying the latest improvements in the trade.

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The Water used is proved by repeated Analyses to be Absolutely Pure.

For Coast Ports, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Bunkies when received in good order.

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SODA WATER.

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LITHIA WATER.

SARSAPARILLA WATER.

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GINGER ALE.

GINGERBREAD.

No Credit given for Bottles that look dirty or grubby, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but for circulation of goods.

All letters for publication should be written on one side of the paper only.

No anonymous or confidential communications that have already appeared in other papers will be inserted.

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Telegraphic Address: A.S.W. Code, P.O. Box 20, Telephone No. 12.

MARRIAGE.

On the 4th June, at St. Peter's Rectory, Gurney, by the Rev. Henry Phillips, Minister of Gurney, Frederick Alexander, of Shanghai, to Emily Louisa, daughter of Vice-Admiral T. L. HURST, WARD, C.B.

The Daily Press.

HONGKONG, JULY 11th, 1896.

THE COMMITTEE appointed by H.E. the Governor, in response to an inquiry from the Secretary of State asking whether there had been any and what displacement of British goods in this market, are to be congratulated on the practical and business-like character of their report. The Committee consisted of five officials and two un-officials, namely, the Hon. J. H. STEWART, LOCKHART, Hon. W. C. H. HASTINGS, Mr. N. J. EDE, and Mr. CHANDLER INGHAM.

It is found as a fact that the displacement of British goods has been going on steadily for some years, but that it has not been on a strikingly large scale nor have any great staples been seriously affected. The causes assigned for the displacement are (1) lower cost of production of rival foreign goods, (2) displacement of British manufacturers to study taste of consumer, (3) the steadily falling value of silver since 1873, (4) lower freights outwards from foreign as compared with British ports, and (5) cheaper railway transit to foreign ports of shipment. The two last named causes apply more especially to metals and heavy goods, and No. 4, the Committee regret to say, is due to the action of the Shipping Conference (consisting chiefly of British steamship owners), which, while maintaining freights from British ports carry cargo at a much lower rate from Continental and American ports, thus giving foreign manufacturers a virtual subsidy in their competition with British products. The Committee suggest that this question is of such paramount importance to British trade that it might fittingly form the subject of a searching investigation on the part of the Home Government. We hope this suggestion will be acted upon and that some method will be adopted for rectifying the evil. We sympathize with shippers in endeavouring to keep the rates of freight up to a paying standard and by agreement amongst themselves doing away with out-throat competition; all that is right and proper; but it is quite a different thing when we find British shippers discriminating against British trade and favouring the foreigner. If that is the price that has to be paid for the maintenance of the Con-

ference, then the sooner the Conference is broken up the better. The Government could hardly take upon itself the regulation of rates of freight, but there may be other means by which the evil could be met, as for instance, by so amending the law relating to conspiracy as to bring the Conference within the legal meshes. It will be remembered that some years ago a ship-owner not in the Conference sued the members of that body for damages sustained by reason of an alleged boycott placed upon one of his vessels, but the action failed, the law being on the side of the confederates. But the law might be altered in such a manner that the Conference should be unable to choke off free competition. That would bring the rates of freight down by the run, which is not altogether desirable, for, as Sir THOMAS BUTTERFIELD pointed out at the meeting of the P. & O. Company the other day, they are already very low; but if through the action of the Conference freights are kept lower for foreign goods than for British goods something must be done. It would probably be better for the permanent interests of the members of the Conference that they should do some thing themselves than that they should wait for legislation in the matter.

The evidence taken by the Hongkong Committee has not been published, for which there may be good reasons, but if it were accessible it would no doubt prove very interesting reading for the mercantile community. Referring to the trade in metals the Committee say: "It may be judged that a portion of the evidence does not bear out the statement that deadweight cargo shipped direct from Great Britain arrives here at a disadvantage in freight, compared with that shipped from Continental ports. The Committee were constrained, nevertheless, to accept the balance of evidence, which unmistakably points to the conclusion arrived at, and to more clearly elucidate the point, some tabulated examples of actual shipments have been obtained." We should like to see those tabulated examples. The Committee also felt bound to record their conviction that several of the witnesses were indisposed to speak freely on this subject of the Shipping Conference. We reach solid ground, however, when we come to the question of freights from America. "In this connection the Committee wish to make special reference to the advantages conferred on American cotton piece goods in the China market by the rates of freight charged by the Conference steamers from New York to Hongkong and Shanghai, which average from 25 to 30 per cent as compared with 57/6 from London and Liverpool outwards. The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about forty per cent lower than that from British ports." It is rather curious, after reading this, to read that the United States Consul at Canton in an official report has been complaining of high freights from America. "If a similar rate of freight could be obtained for and with cargoes from the Atlantic port of the United States to Eastern Asia, American commerce would be benefited," writes Consul Severn, "but, at present, and for many years past, all of the steamships laden with Asiatic cargoes for the Atlantic ports of the United States generally return to Asia with European cargoes; or, if any cargo from the Atlantic ports of the United States is shipped to Europe, it is subject to double freight—that is, from America to Europe and from Europe to Asia, with transhipment at some European port usually. It is high time for Americans to establish direct communication with the freights as low from New York to Asia as from Hongkong to America (30s. per ton) and as low as from Europe to Asiatic ports." This quotation is taken from a home paper and we have not had the opportunity of seeing the full report, but taking the quotation as it stands and comparing it with the report of the Hongkong Committee on the displacement of British goods, and also with the complaints of British manufacturers that have from time to time been published, we should say the worthy Consul is considerably at sea in his statements. We believe it to be the fact that, to say nothing of the rate on direct shipments, goods can be conveyed from New York to Liverpool, transhipped at that port to a steamer for China, and brought out to their destination at a total cost much below that which has to be paid on British goods carried in the same steamer from Liverpool. Small wonder that British trade should decay.

The delivery of the English mail was begun at 9.10 a.m. yesterday.

The P. & O. steamer *Dromedary* left Bombay for this port on the 9th inst.

The N. P. steamer *Brammer* arrived at Victoria on the 8th inst.

Another new steamer of the Rickmers Line, the *Elisa Rickmers*, arrived here yesterday.

Two cases of plague in the city and one in Quarry Bay were reported yesterday.

Dr. Cantlie has been appointed Lecturer on Applied Anatomy at Chinese Hospital Medical School.

The new steamer of the Glen Line, the *Conchely*, arrived here yesterday on her first voyage.

The N. P. steamer *Olympia* has arrived at Yokohama, and will for this port via usual ports of call to-morrow.

To-morrow morning, between 9 and 10.30 o'clock, the steam launch *Dungray*, carrying the *Bethel* flag, will call alongside any vessel having the following papers to convey them ashore to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

Rear-Admiral Charles T. O'Leary, Second in Command of the China Station, joined his flag on the *Griffin*, cruiser, Captain E. P. Jones, at Sheerness, on 8th June. The *Griffin* left Sheerness for Hongkong on the 10th inst.

The *Edgar*, cruiser, Captain W. H. Henderson, arrived here yesterday.

At the special levee in the Kowloon district the Corporation of the Kowloon District was organized, and the Hon. Mr. J. H. STEWART, LOCKHART, was elected President.

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